

LST-1166 HAZARD REMOVAL PROJECT

10 NOV 2009 – Situation Brief



Background of LST-1166

- Built in 1954 as LST-1166 (USS Washtenaw County)
- Converted to a Special Minesweeper Ship and redesignated (MSS-2) on 9 February 1973
- Served in Vietnam
- Struck from Naval Register on 30 August 1973
- Registered commercially as AL MANHAL I (1973-1980) and as EL CENTROAMERICANO (1980-1984)
- Arrived in tow at Portland, OR in October 1980 with mechanical troubles
- Upon return to the U.S., the vessel was associated with several private/nonprofit owners

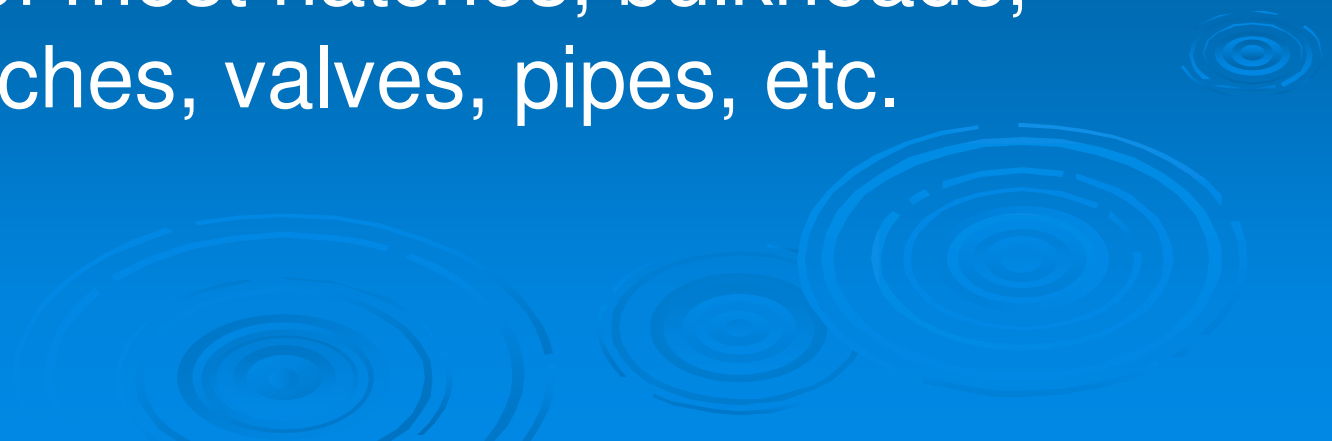


Background Continued

- Vessel towed from Gunderson, on the Willamette River to Port of St. Helens on March 29, 2002
- Several previous efforts had been made by the Port of St. Helens to remove the LST due to improper mooring, potential threat of damaging surrounding vessels
- A notice of eviction regarding the vessel was issued in October 2002.
- Owner of LST was granted temporary permission to moor at Dibblee Pt. near Rainier



Background

- Profound history of vandalism
 - Platform for drug use and general delinquency
 - Victim of severe scrapping by Longview-Kelso meth user community
 - Removal of most hatches, bulkheads, scuttle hatches, valves, pipes, etc.
- 



Situation Overview

Project Status:

- Asbestos abatement in progress in engineering spaces.
- Packaged HAZMAT stored on 2nd deck / main deck
- 518347 gallons of water removed and treated prior to disposal
- Plugging / Patching complete, verification in progress.



HAZMAT Inventory

4. HAZMAT/Oil Waste Management (Estimated, Since Last Report)

	Remaining	Stored Onboard	Disposed
Asbestos (Yd ³)	80	40	0
Solid PCB (Yd ³)	0	11.4	360
Non – Regulated Oil (Gal)	0	7430	0
PCB Oil (Gal)	55+ (in piping)	5125	0
Water (Gal)	0	0	518347
Lead paint (ft ²)	500,000	0	0
Comments: Some onboard asbestos may be PCB contaminated and disposed of accordingly.			

OIL & HAZMAT REMOVED

- Oil removed: 3,975 gallons
- Oily water: 26,342 gallons
- Oily debris: 8,100 lbs
- Mercury: 5 lbs
- PCB contaminated solids removed: 349,442 lbs
- Water removed that required treatment: 465,800 gallons
- Asbestos removed: 120 cubic yards
- Hypodermic Needles: 4 lbs
- Estimated PCB contaminated lead paint to be removed: 500,000 sq ft.

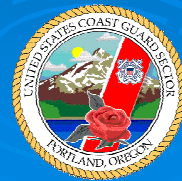
Contaminated Materials

- PCBs in Paint: <0.5 ppm to 72.6
- PCBs in wiring: <0.5 ppm to 2160 ppm
- PCBs in oily waste: <0.5 ppm to 361 ppm
- Lead paint: 3.42 ppm to 8200 ppm



Funds Expended to Date

- OSLTF- \$4,784,283
 - Project Ceiling- \$4.95 Million
- CERCLA- \$137,036.00
 - Ceiling- \$249,999.00

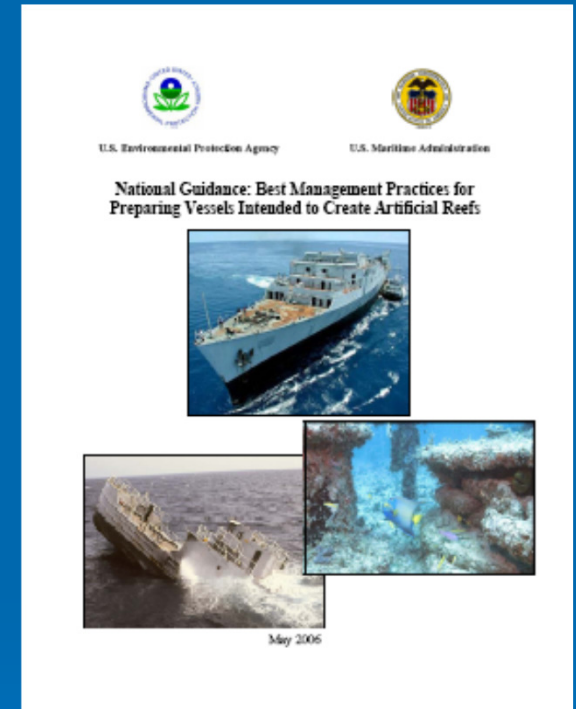


Way Ahead

- FOSC has received Commandant authorization to destroy the vessel.
- Approval for increased CERCLA funding will be needed to prepare vessel for destruction.
- EPA must determine the threshold required PPM for PCB contaminated paint. Vessel will be sunk in 1000+ fa, 65NM off the OR/WA coast in a NOAA approved site.
 - HOW CLEAN IS CLEAN?

Requirements for Disposal

- EPA Region 10 uses *EPA/MARAD Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs* (2006) as the standard for granting ocean disposal permits.
 - Vessel will not be an artificial reef in 1000+ fathoms of water.
- BMP requires removal of all oils and greases; loose & friable asbestos; all PCBs; peeling paint; and active antifouling coatings.



Necessary Pre-Conditions

- Commandant and US EPA approves Action Memorandum to raise CERCLA ceiling.
- Ocean Disposal Permit granted by EPA Region 10 in a timely manner
- Tow plan approved by Officer in Charge, Marine Inspection

If these conditions cannot be met, Coast Guard FOSC will secure the removal operation and refer the site to US EPA for determination of placement on the National Priorities List and possible long-term remediation (40 CFR 300.120(a)(1), COMDTINST M16000.14 §5.A.4.b(12), NPFC User Guide.